

## Tech Talk: C2 Fuel Tank Sending Unit

*By Mike McCagh*

Always perform a comparison between the original and the replacement parts. After replacing the fuel-level sending unit on a 1965 with Fuel Injection (FI), I added some gas to the tank, filled the FI's fuel meter reservoir with gas and the old girl would start right up and idle for 4-5 minutes, then die as if out of gas. I filled the reservoir and again, it ran for about 5 minutes.

I suspected the 40083 fuel pump I had recently rebuilt. I removed the 40083, tore it apart again and couldn't find any problems. I put the fuel pump back on the L84, filled the FI reservoir with gas, started it right up but again it stopped after about 4 minutes. There seemed to be gas running out of pump inlet hose but not too vigorously. I pulled pump again and installed another set of seals, diaphragms and valves. I reinstalled the 40083 (what a delightful chore), filled the FI reservoir, started the engine but again, it ran for only 4 minutes.

At this point, I checked the level of gas in the tank and estimated it had about 2-1/2 gallons. With a mirror and light, I looked at the innards of the sending unit. I could see that the intake boot was 90% above the gas level. I then added 5 more gallons of gas. This time, the L84 started and ran for 20 minutes before I stopped the engine. In comparing an OEM sending unit with a reproduction version, at 2-1/2 gallons, an OEM sending unit boot is barely visible above the gas tanks upper level of fuel.



Conclusion: the repo sending unit outlet tube is bent at an incorrect angle, allowing the car to "run out of gas " with 2 to 3 goal of gas remaining in the tank. and looking back on my installation of the repo sending unit a month ago, I seem to recall that inserting it into the mounted tank wasn't as easy as installing an OEM sending unit. Fortunately, I was able to locate an OEM version and replaced the reproduction version.